

yesterday.

The discussion of a resolution to form a "Woman's Temperance Society," which was finally adopted, and a constitution and officers reported: Mrs. E. C. Stanton, President, with twelve Vice-Presidents, among whom are Mrs. Gerrit Smith and Mrs. E. C. Delevan. Corresponding Secretary, Mrs. Bloomer. An Executive Committee of three was elected.

The Convention passed a resolution in favor of the Maine Law

The fifth resolution is as follows:

Resolved, That we claim as our birthright sufficient intellectual capacity to decide upon the propriety of any course of action in which the sacred promptings of our better nature may lead us to adopt, and that we utterly and indignantly repudiate and disavow the insulting expressions relative to our efforts in the cause of Temperance, in circulating a petition, during the late session, signed by H. M. Gale, of New-York, in the Assembly, as used by the Hon. Mr. Gale.

This called out Mrs. Bloomer in a long and eloquent address.

The proceedings have been marked with great unanimity, and have been of a highly interesting nature.

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The Canal Opening.
ROCHESTER, Wednesday, April 21, 1892.
No boats have yet cleared at our Collector's office. The water in the canal is low for a few miles east of here, but the boats will find no difficulty to-morrow. To the west, the water at Alford was only 20 inches deep at noon, but was rising fast.
Sales were made to-day of 1,000 bush. of Wheat of '90.

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Pennsylvania Legislature.
HARRISBURG, Wednesday, April 21, 1892.
In the Senate to-day, Mr. Crabb read in place a bill authorizing the Governor to appoint an

Mr. McCaslin offered a resolution providing for the publication of the names of all defalcators to the State, with the amount due by them respectively.

The Senate then took up, and passed to a second reading, the bill authorizing the Pennsylvania Railroad Company to turn their cars and engines on other and connecting railroads.

The bill for the more effectual prevention and punishment of the crime of murder, or rather to abolish capital punishment, was taken up and passed in Committee of the Whole.

In the House of Representatives the apportionment bill was taken up, and after considerable discussion upon it, the House, on motion, went again into Committee of the Whole, and striking out the bill.

The bill for the forfeiture of the high wills, and

The bill, as amended, passed to a third reading, and was then postponed under the rules.

Death of Judge Coulter, of Pennsylvania.
PHILADELPHIA, Wednesday, April 21, 1852.

Judge Coulter, who was elected to the Supreme Bench of Pennsylvania last October, died this morning, at Westmoreland, while on a visit to his family.

More Marine Disasters—Loss of Life.
BOSTON, Wednesday, April 21, 1852.

The British bark Joseph, from Bristol, England, for Boston, struck on Truro Beach last night,

and went to pieces. Her stern was found on the shore this morning. Two of her men came ashore on fragments of the wreck, very much exhausted. The crew, undoubtedly lost. Two men from Truro, in endeavoring to reach the wreck and save the lives of the crew, were drowned.

The brig Marcus, of Bangor, with a signal of distress in the rigging, came ashore on Scituate Beach this morning at 7 o'clock. She was found abandoned, with her sails set and boats gone. The fate of the crew is unknown.

The British schooner Caledonia, from Nova Scotia for Boston, with wood, came ashore at 9 A.M., on Marshfield Beach. Her crew and passengers landed with difficulty on a line to the beach.

The brig Lark, from Cayman for Salem, went ashore on Marshfield Beach, yesterday, on Monday morning.

Cargo and specie saved. Vessel probably a total loss.
A vessel from Pictou for Boston is ashore four miles from the Rump, and is reported to be breaking up.
The ship seen at anchor yesterday within a mile of the Minnesota Ledge ran aground at the location, from New-Orleans. The light she dragged her anchor, and they were obliged to cut away her masts to prevent going ashore. Finding that the vessel was still dragging, they made all the sail possible and passed between the Harding and the beach, at Boston. She was met by a steamer and towed up to the city.

'The Alabama at Savannah.
SAVANNAH, Wednesday April 21, 1852.
The steamship Alabama, Ludlow, hence,

Navigation of the St. Lawrence Resumed.
Oswego, Wednesday, April 21, 1852.
The ice in the St. Lawrence is broken up. The steamers Ontario and St. Lawrence have commenced their regular runs. Hereafter they will leave for Ogdensburg each morning, and each afternoon for Lewiston and Niagara Falls. The steamer left Rochester for Oswego last night.

James River.
Richmond, Wednesday, April 21, 1852.
The damage along the James River by the flood has been very great.

XXXIId CONGRESS... FIRST SESSION.
SENATE... WASHINGTON, April 21, 1852.
Several communications from Departments were received.
Mr. SUMNER presented a remonstrance of 210 members of the Massachusetts Legislature against the extension of Woodworth's Patent.
Mr. JONES (Tenn.) presented the petition of a number of merchants and others in Memphis, for additional aid to the Collins line of steamers.
Mr. BROADHEAD presented the resolutions of the Board of Commissioners of the Incorporated

Mr. Gayer introduced a bill providing for the improvement of the navigation of the Mississippi. The Non-Intervention resolutions were taken up and postponed till Wednesday next.

of the dam at the head of Cumberland Island, in Ohio River, was taken up.

After some debate the bill was referred to the Committee on Commerce.

THE DEFICIENCY BILL

Was then taken up, and a debate ensued on the amendment appropriating \$48,000 to enable the Secretary of the Senate and the Clerk of the House to pay for the copies of Robert Dale Owen's Report on the Geology of Iowa, Wisconsin and Minnesota, ordered by the two Houses, and the same was agreed to.

An amendment appropriating \$10,000 to be paid out and expended under the direction of the Attorney-General of the United States in procuring such copies or other evidences of the laws and decrees

or ordinances of the Spanish or Mexican Governments relating to commerce and customs in California or New-Mexico, &c., and for the salary of an agent to be appointed by the Attorney-General to select such information, was moved to be amended by Mr. DAWSON by striking out the "Attorney-General" and inserting the "President of the United States."

MESSRS. MANGUM and DODGE favored the amendment.

MESSRS. BORLAND, BADGER and FELCH opposed, and

Mr. DAWSON's motion was rejected.

The amendment was then agreed to.

THE COLLINS STEAMERS ITEM.

The amendment was as follows: For ad-

ditional commutation for increasing the transportation of the United States Mail between New-York and Liverpool on the Collins line of steamers to 36 trips per annum, at such times as shall be directed by the Postmaster General, and in conformity to his last annual report, and his letter of the 15th November last to the Secretary of the Navy commenting upon the increased service from the last January, 1852, at the rate of \$33,000 per trip in lieu of the present allowance of \$205,500.

Britain in establishing a naval base at Great Britain. The policy of Great Britain had long been to attract the attention of this country. Those stations had been established, and for years left their trucks upon every sea, levying contributions upon all nations, particularly the United States, for their support; for maintaining there were 20,000 American vessels, and the power of the United States were indebted solely to the foreign steamers for the transportation of all their letters to foreign countries. These British ships were kept up by all the power of the British Government. No American private enterprise, unaided, could compete with it. The subject was brought before Congress, and these Contractors received a contract from Congress, and it became then a question for national honor, for the honor of the United States, that they failed in any single particular, and that they were

! Cunard line, it would have proved mortifying to every